

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: B&E Railroad Bridge Survey Number: QA-535

Project: Kent Island Rail Trail and Pedestrian Bridge Agency: FHWA/OA County

Site visit by MHT Staff: X no     yes Name                      Date           

Eligibility recommended        Eligibility not recommended X

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G    None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, the Baltimore and Eastern Railroad Trestle, located over Cox Creek on Kent Island, does not appear to meet the National Register Criteria. There is little information available on the history of the bridge, which is included in the archeological inventory as site # 18 QU 362. According to the site form, maps show a bridge in this location as early as 1899. The construction date of the present bridge is unknown. It is unlikely that much of the existing material could date to 1899 as timber members in water tend to have a limited useful life. It is possible that the bridge could have been rebuilt in increments over the years with limited in-kind replacement, resulting in little change in design or appearance. The archeological site form designates the rail line on which the bridge is located as the B & E Railroad. A history of Kent Island describes a line which ran from Love Point, where it met the steamboat line from Baltimore, to Lewes, Delaware. This line, called the Queen Anne's Railway, went into service in 1902 and was "the last of the many such rail branch lines built on the Eastern Shore and the first rail service offered to Kent Island" ("Kent Island: Maryland's Oldest Settlement", Reginald V. Truitt, 1965). Whatever its history and construction date, the bridge lacks sufficient integrity to warrant inclusion in the National Register under any of the criteria. A 1995 feasibility study describes the abutments, piers and superstructure in critical condition. Portions of the bridge show evidence of fire damage. The timber members are split and rotting. The feasibility study concludes:

The existing structure above the piles is not capable of supporting any load. The existing structure is dangerous in its current condition and is collapsing under its own dead load.

The present plans call for use of the right-of-way, which remains clearly visible, but lacks physical remains beyond the raised bed, as a rail trail and the complete reconstruction of the existing trestle, reusing only the foundation piles.

Documentation on the property/district is presented in: Project File, Maryland Inventory

18QU362

Prepared by: Darrin Lowery (archeology form 4/28/92)

Elizabeth Hannold March 27, 1997  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes     no     not applicable  
Peter A. Kuntz 3/31/97  
Reviewer, NR program Date

*gmd*

Survey No. QA-535

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

<input checked="" type="checkbox"/> Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/> Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/> Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/> Western Maryland	(Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

<input type="checkbox"/> Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/> Early Archaic	7500-6000 B.C.
<input type="checkbox"/> Middle Archaic	6000-4000 B.C.
<input type="checkbox"/> Late Archaic	4000-2000 B.C.
<input type="checkbox"/> Early Woodland	2000-500 B.C.
<input type="checkbox"/> Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/> Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/> Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/> Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/> Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/> Industrial/Urban Dominance	A.D. 1870-1930
<input type="checkbox"/> Modern Period	A.D. 1930-Present
<input type="checkbox"/> Unknown Period ( <input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

**III. Prehistoric Period Themes:**

<input type="checkbox"/> Subsistence
<input type="checkbox"/> Settlement
<input type="checkbox"/> Political
<input type="checkbox"/> Demographic
<input type="checkbox"/> Religion
<input type="checkbox"/> Technology
<input type="checkbox"/> Environmental Adaption

**IV. Historic Period Themes:**

<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/> Economic (Commercial and Industrial)
<input type="checkbox"/> Government/Law
<input type="checkbox"/> Military
<input type="checkbox"/> Religion
<input type="checkbox"/> Social/Educational/Cultural
<input checked="" type="checkbox"/> Transportation

**V. Resource Type:**

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation - railroad

Known Design Source: \_\_\_\_\_

QA-535



CHESAPEAKE  
BAY

WILLIAM PRESTON LANE, JR. MEMORIAL BRIDGE  
50  
301 (TOLL)

B&E RAILROAD  
BRIDGE

KENT

ISLAND

MATAPEAKE  
STATE PARK

LOCATION MAP

SCALE: 1" = 1 MILE

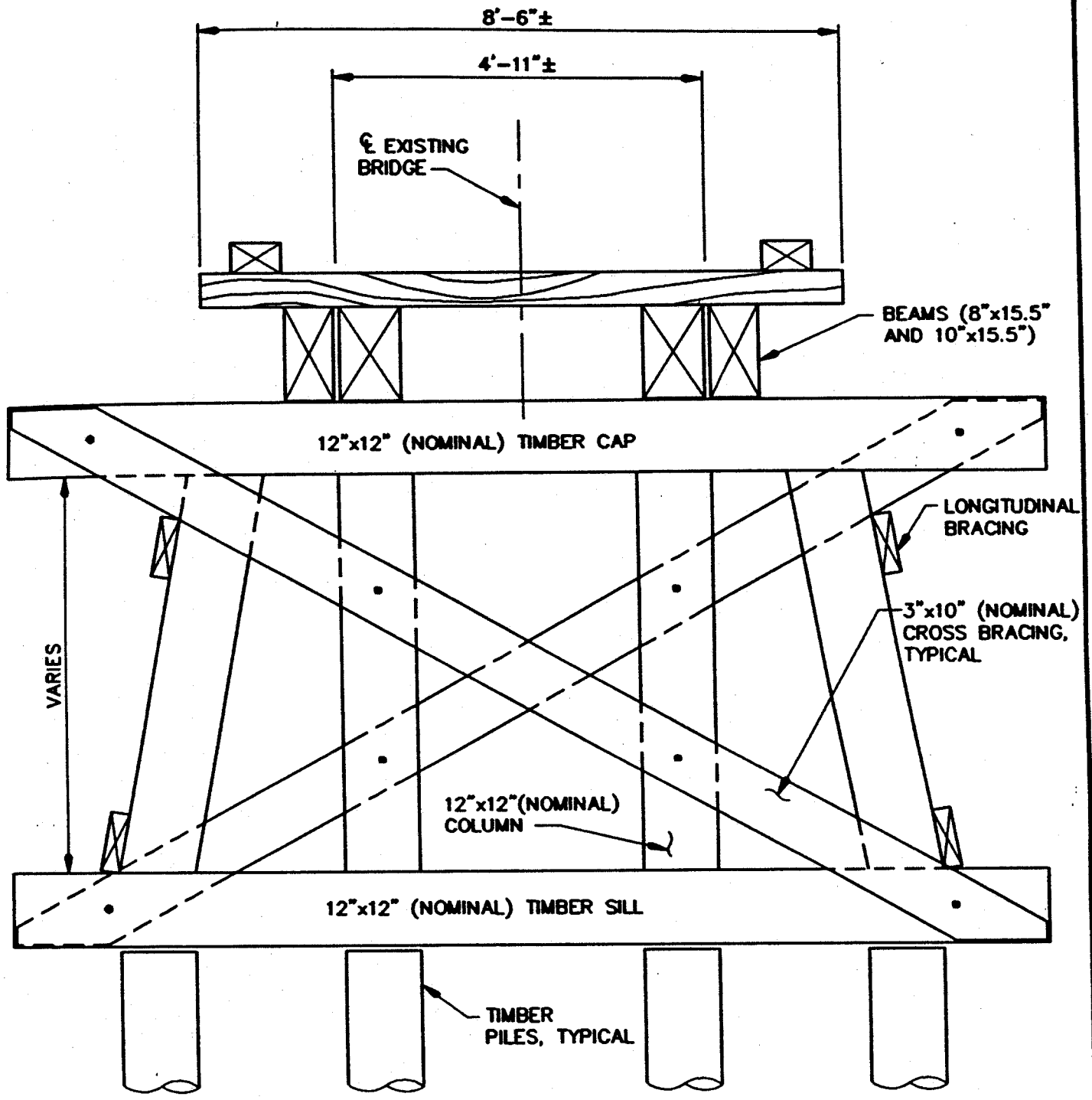
DEPARTMENT OF RECREATION AND PARKS  
OF QUEEN ANNE'S COUNTY

B & E RAILROAD BRIDGE  
OVER COX CREEK  
LOCATION MAP

DATE: OCT., 1995

PLATE NO. 1

QA-535



## TYPICAL SECTION

SCALE: 1/2"=1'-0"

DEPARTMENT OF RECREATION AND PARKS  
OF QUEEN ANNE'S COUNTY

B & E RAILROAD BRIDGE  
OVER COX CREEK

EXISTING DECK SECTION AND BENT

DATE: OCT., 1995

PLATE NO. 3

QA- 535

BALTIMORE & EASTERN RAILROAD TRESTLE/BRIDGE (OVER COX CREEK)  
STEVENSVILLE  
KENT ISLAND QUAD



QUEEN ANNE'S COUNTY  
B & E RAILROAD BRIDGE OVER COX CREEK



S-1. NORTH ELEVATION



S-2. NORTH ELEVATION AT CENTER OF BRIDGE

**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-3. LOOKING EAST ACROSS BRIDGE**



**S-4. TYPICAL PIER BENT ELEVATION**

**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-5. TYPICAL RAILROAD TIE CONDITION**



**S-6. COLLAPSED SOUTH BEAM AT PIER**



**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-7. FAILED SOUTH BEAMS  
AT SPAN 1**

**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-8. WEST ABUTMENT ELEVATION**



**S-9. COMPLETELY DETERIORATED CAP AT PIER 12**

**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-10. TYPICAL END OF PIER CAP**



**S-11. TYPICAL END OF PIER CAP**

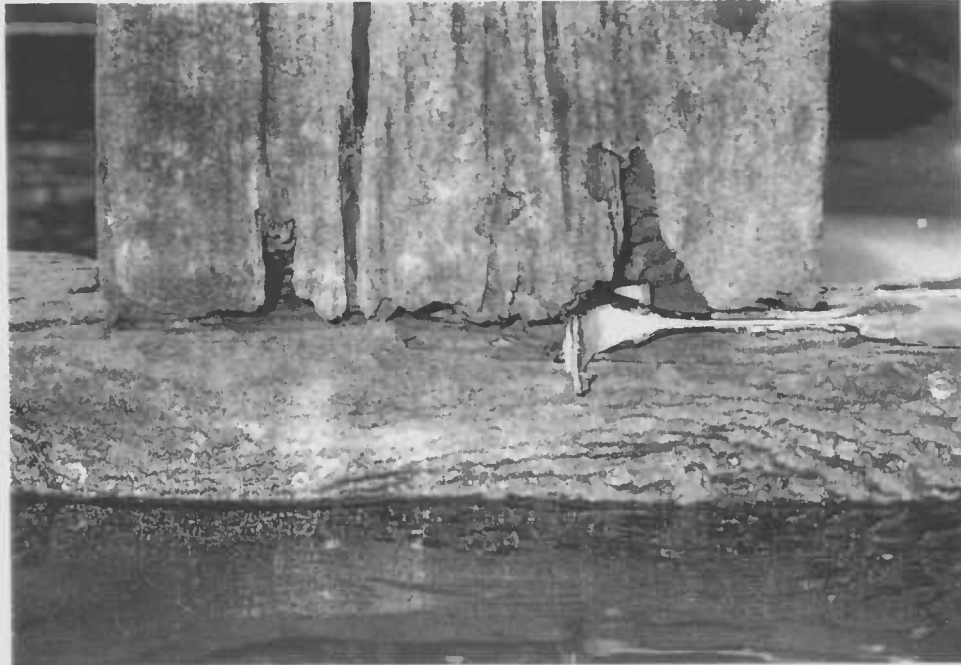
**QUEEN ANNE'S COUNTY**  
**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-12. TYPICAL BASE OF PIER COLUMN**

QUEEN ANNE'S COUNTY

B & E RAILROAD BRIDGE OVER COX CREEK



S-13. TYPICAL BASE OF PIER COLUMN



S-14. ROUNDING AT TOP OF SILL

QUEEN ANNE'S COUNTY

B & E RAILROAD BRIDGE OVER COX CREEK



S-15. TYPICAL LOSSES AT SILL END

**QUEEN ANNE'S COUNTY**

**B & E RAILROAD BRIDGE OVER COX CREEK**



**S-16. TYPICAL VOID IN CENTER OF SILL**